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Director of Bureau. my20-22-24 Director of Bureau. my20-22-24 DEFOT QUARTERMASTER'S OFFICE, WASH Ington, D. C., May 20, 1889. Sealed proposals, applicate, will be received here until Touches P.M. JUNE TWENTIETH, 1899.

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Mr. Reamer can be seen in parlor of Arlington Hotel every Thursday from 11 a.m. till 2 p.m. my3-tf

WOODLAWN, ROCKVILLE, MD., OPENS MAY
15; 590 feet above level of Washington; every
modern convenience; baths, electric bells, gas
and artesian water; 8 acres lawn and grove;
terms moderate, day, week or month; special
rates for families; 16 trains daily. Address Mrs.
M. J. COLLEY. MEDICAL

Dr. Leatherman, Expert speci list in the cure of all special diseases of nen and women. Consultation free. Daily, 9 to 12, 2 to 5; Tues., Thurs. and Sat. evenings, 7 to 8. 602 F n.w. Closed on Sunday. my20-1m.

Dr. Czarra, Specialist. Treats all chronic and special maiadies of mea and women. X rays, electro-static, galvanic Furadic electricity and all medern appliances in use. Consultation frec. Office hours from 10:30 to 5:30. Closed Sunday, 619-621 Péana, ave. n.w., Metropolitan block. RAILROADS.

PENNSYLVANIA RAILROAD, STATION CORNER OF SIXTH AND R STREETS. 7:55 A.M. WEEK DAYS. PITTSBURG EXPRESS. -Parlor and Dining Cars Harrisburg to Pitts-- Parior and Dining Cars Harrisourg to Friesburg.

10:50 A.M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Cars Harristurg to Chicago, Cincinnati, Indianapolis, St. Louis, Cleveland and Toledo. Buffer Parlor Car to Harrisburg.

10:50 A.M. FAST LINE.—Pullman Buffet Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg.

3:30 P.M. CHICAGO AND ST. LOUIS EXPRESS.—Sleeping Car Washington to St. Louis, and

5.30 P.M. CHICAGO AND ST. LOUIS EXPRESS.
—Sleeping Car Washington to St. Louis, and Sleeping and Dining Cars Harrisburg to Indianapolis, St. Louis, Nashville (via Cincinnati) and Chicago.
7:20 P.M. WESTERN EXPRESS.—Pullman Sleeping Car to Pittsburg and Chicago. Dining Car

to Chicago, 1:20 P.M. SOI THWESTERN EXPRESS.—Pellman Sleeping Cars Washington to Pittsburg and Harrisburg to St. Louis, Cleveland and Cin-cinnati, Diring Car. Connects for Louisville via Cincinnati. 10:40 P.M. PACIFIC EXPRESS.—Puliman Sleep-

10:40 P.M. PACIFIC EXPRESS.—Pullman Sleeping Car to Pittsburg.
 7:55 A.M. for Kane, Canandaigua, Rochester and Niagara Falis daily, except Sunday.
 10:50 A.M. for Elmira and Renovo daily, except Sunday. For Williamsport daily, 3:20 P.M.
 7:20 P.M. for Williamsport, Rochester, Erie, Buffalo and Miagara Falls, daily, except Saturday, with Sleeping Car Washington to Rochester.
 10:40 P.M. for Erie, Canandaigua, Rochester, Buffalo and Niagara Falis daily. Pullman Sleeping Car Washington to Rochester Saturdays only.
 FOR PHILADELPHIA NEW YORK AND THE

FOR PHILADELPHIA, NEW YORK AND THE EAST. FOR PHILADELPHIA, NEW YORK AND THE EAST.

4:00 P.M. "CONGRESSIONAL LIMITED," daily, all Parlor Cars, with Dining Car from Baltimore. Regular at 7:00 (Dining Car), 7:20, 7:55, 8:15, 9:00, 10:00 (Dining Car) and 11:00 (Dining Car from Wilmington) A.M., 12:45, 3:35, 5:00 (Dining Car from Baltimore), 6:50, 10:00 and 11:50 P.M. On Sunday, 7:00 (Dining Car), 7:20, 8:15, 9:00, 11:00 (Dining Car from Baltimore), 6:50, 10:00 and 11:50 P.M. (Property of the part of th

P.M.
For Pope's Creek Line, 7:55 A.M. and 4:31 P.M.
week days. Sundays, 9:05 A.M.
For Annapolis, 7:00, 9:00 A.M., 12:15 and 5:40
P.M. daily, except Sunday. Sundays, 9:00 A.M.
and 5:40 P.M.

P.M. daily, except Sunday. Sundays, 9:00 A.M. and 5:40 P.M.

Express for Florida and points on Atlantic Coast Line, 4:30 A.M., 3:46 P.M. daily; Richmond only, 11:45 A.M. week days; Atlanta Special, via Richmond and Seaboard Air Line, 5:00 P.M. daily. Accommodation for Quantico, 7:45 A.M. daily and 4:25 P.M. week days.

For Atlantic City (via Delaware River Bridge, allrail route), 12:45 P.M. week days (through Pullman Buffet Parlor Car), 3:15 (4:90), "Congressional Limited"; P.M. daily. Via Market Street Wharf, 10:90 and 11:90 A.M., 12:45 P.M. week days, 11:50 P.M. daily.

For Cape May, 11:00 A.M. week days, 11:50 P.M. daily. Ticket offices, corner Fifteenth and G streets and at the station, Sixth and B streets, where orders can be left for the checking of baggage to destination from hotels and residences.

Telephone cail "1441" for Fennsylvania Railroad Cab Se-vice.

J. B. HITCHINSON, J. R. WOOD,

B. HUTCHINSON, J. R. WOOD, General Manager, General Passenger Agent. BALTIMORE AND OHIO RAILROAD.
Schedule in effect May 14, 1899.

Leave Washington from station corner of New Jersey avenue and C st.

For Chicage and Northwest, Vestibuled Limited trains 10:35 a.m., 8:05 p.m., daily.

For Cincinvati St. Leuis and Indianapolis, Express 10:05 a.m. Vestibuled Limited, 3:40 p.m. Express 12:05 night, daily.

For Pittsburg and Cleveland, 10:35 a.m. and 8:30 and 11:35 p.m., daily.

For Columbus, Toledo and Detroit, 12:05 night.

For Winchester and way stations, †9:00, 10:55 a.m., and †5:30 p.m.

For Luray, 3:40 p.m. daily.

For Baltimore, week days, x2:35, 5:00, 6:30, x7:05, x7:10, x8:00, x8:30, 8:35, x9:30, x10:090 a.m., x12:05 n., 12:15, x1:15, x3:00, x3:30, 3:35, x4:30, 4:35, x5:06, x5:10, x5:30, x6:20, 6:30, x8:00, 8:30, x10:00 11:30, x1:50 p.m. Sundays, x2:35, x7:05, x7:10, x8:00, 8:30, x0:00 a.m., x12:05, 1:00, x1:15, x3:00, x3:35, x5:x5:55, x7:10, x3:00, x3:5, x5:30, x3:35, x3:30, x1:30, x1:35, x3:30, x3:35, x3:30, x3:30, x3:35, x3:30, x3:30, x3:35, x3:30, BALTIMORE AND OHIO RAILROAD.

1:30, x11:50 p.m. For Annapolis, 7:10 and 8:35 a.m., 12:15 and

5.30 p.m. Sundays, 8:36 a.m., 4:35 p.m.
For Frederick, week days, 9:00 a.m., 10:55, 4:30, 5:30 p.m. Sundays, 9:00 a.m., 1:15 p.m.
For Hagerstown, 110:35 a.m. and 15:30 p.m.
For Boyd and way points, week days Boyd and way points, week days, 9:00 a.m., 5:30, 7:05 p.m. Sundays, 9:00 a.m., 1:15, 4:30, 5:30, 7:05 p.m. Sundays, 9:00 a.m., 7:05 p.m. For Galthersburg and way points, week days, 8:30 a.m. 12:50, 3:90, 4:33, 5:35, 7:05, 11:25 p.m. Sundays, 9:00 a.m., 1:15, 4:33, 7:05, 10:15 p.m. Washington Junetlon and way points, 9:00 a.m., 4:39, 5:30 p.m. week days; 9:00 a.m., 1:15 p.m. Sundays, ROYAL BLUE LINE.

Parlor Cars on all day trains, For Atlantic City, 10:00 a.m., 12:05 noon, and 1:15 and 3:00 p.m. week days. 12:05 noon, Sun-

Aps.
For Cape May, 12:05 noon.
For Cape May, 12:05 noon.

For Cape May, 12:05 noon.

Except Sunday.

Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket offices, 619 Pennsylvania avenue n.w., New York avenue and 15th street, and at Depot.

F. D. UNDERWOOD.

Gen Manager.

Mgr. Pass. Traffic.

my15

my15

WASHINGTON, ALEXANDRIA AND MT. VERNON RAILWAY COMPANY.
From Statiou, PENNSYLVANIA AVENUE and 13½ STREET.
In effect May 1, 1899.
For Alexandria, veek days 6.30, 7:04, x7:34, 8:00, 8:35, 8:59, 9:25, 10:90, 11:90, 11:45 A.M., x12:95, 12:20, 1:00, x1:20, 1:45, 2:90, \*x2:18, 2:40, x3:00, 3:25, x3:59, x4:15, 4:50, 5:05, x5:20, 5:40, x6:94, 6:30, 7:06, 7:35, 8:00, 9:00, 10:00, 11:20, 11:59 P.M.

11:50 P.M., 1:06, 7:35, 8:00, 9:00, 10:00, 11:20, 5:40, Sundays—7:45, 9:00, 9:45, 10:30, 11:15 A.M., 12:00 noon, 12:45, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15, 6:00, 6:45, 7:30, 8:15, 9:00, 10:00, 11:20, 11:50 P.M.

For Mt. Vernon, week days—6:30, 8:00, x10:00, 11:00, A.M., x12:05, x1:20, x2:00, x3:00, x3:50, 7:06, 9:00 P.M.

Sundays—9:00 A.M., 12:00 Noon, 2:15, 3:45, 6:45, 9:00 P.M.

For Arlington and Aqueduet Betale.

7.06, 9:00 P.M.
Sundays—9:00 A.M., 12:00 Noon, 2:15, 3:45, 6:45, 9:00 P.M.
For Arilington and Aqueduct Bridge, week days—8:00, 18:35, 8:50, 19:25, 10:00, 11:00, 112:05, 112:20, 15:20, 6:04; 6:30, 7:06, 8:00 P.M.
Sundays—7:45, 9:00, 9:45, 10:30, 11:15 A.M., 12:00 noon, 12:45, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15, 6:00, 6:45, 7:30, 8:15 P.M.
Parcels carried on all trains. Baggage checked. (2) Express. (\*) To St. Asaph only. (!): To Arilington only.

Southern Railway.
Schedule in effect May 7, 1899.
All trains arrive at and leave from Pennsylvania passenger station.

8:01 A.M.—Daily.—Local for Danville, Charlotte and way stations. Connects at Manassas for Strasburg and Harrisonburg daily, and at Lynchburg with the Norfolk and Western daily, and with C. and O. R.R. for Natural Bridge daily, and trains with C. and O. R.R. for Natural Bridge daily, and with C. and O. R.R. for Natural Bridge daily, and with C. and O. R.R. for Natural Bridge daily, and strasburg with Steeper for Asseville, uniting at Salisbury with Steeper for Asseville, uniting at Salisbury with Steeper for Asseville and Hot Springs, N. C.; Knoxville, Charlotte with Sleeper for Augusta. Sleeper New York to New Orleans, uniting at Charlotte with Sleeper for Atlatta and Blumingham. Solid train Washington to New Orleans, uniting at Charlotte with Sleeper for Atlatta and Blumingham. Solid train Washington to New Orleans, uniting at Charlotte with Sleeper for Atlatta and Blumingham. Solid train Washington to New Orleans, uniting at Charlotte with Sleeper for Atlatta and Blumingham. Solid train Washington to New Orleans without change. Dining Car service. Sunset Personally Conducted Tourists Excursion. Sceeper on this train every Tuesday and Friday to San Francisco without change.

hange. 4:01 P.M.-Local for Front Reyal, Strasburg and change.

4:01 P.M.—Local for Front Royal, Strasburg and Harrisonburg, daily, except Sunday.

4:30 P.M.—Local for Charlottesville daily.

9:20 P.M.—Daily.—NEW YORK AND FLORIDA EXPRESS, carries Pullman Buffet, Sleeping cars New York and Washington to Tampa, via Savannah and Jacksonville, and to Augusta, via Columbia, with connection for Alken.

9:20 P.M.—Daily.—WASHINGTON AND CHATTANOOGA LIMITED VIA LYNCHBURG, with Sleepers New York and Washington to Memphis and New Orleans through Brastol.

10:45 P.M.—Daily.—WASHINGTON AND SOUTH-WESTERN VESTIBULED LIMITED, composed of Pullman Vestibuled Sleepers, Dining Cars and Day Coaches. Sleepers New York to Nashville, Tenn., via Asheville, Knoxville and Chattanooga; New York to Memphis, via Birmingham; New York to New Orleans, via Atlanta and Montgomery, Vestibuled Day Coach Washington to Atlanta. Southern Railway Dining Car Greensboro' to Montgomery.

TRAINS ON WASHINGTON AND OHIO DIVI.—SION leave Washington 9:01 a.m. daily and 1:00 and 4.45 n.m. daily and 2.50 cm. m. daily and 1:00 and 4.45 n.m. daily and 2.50 cm. m. daily and 1:00 and 4.45 n.m. daily and 2.50 cm.

TRAINS ON WASHINGTON AND OHIO DIVISION leave Washington 9:01 a.m. daily and 1:00 p.m.,4:45 p.m. daily, except Sunday, and 6:25 p.m. Sundays only for Round Hill; 4:35 p.m. daily, except Sunday, and 6:25 p.m. daily, except Sunday, for Leesburg, and 6:25 p.m. daily, except Sunday, for Leesburg, and 6:25 p.m. daily, except Sunday, from Herndon, and 8:40 p.m. daily, except Sunday, from Herndon, and 8:34 a.m. daily, except Sunday, from Herndon, and 8:34 a.m. daily, except Sunday, from Herndon, and 8:34 a.m. daily, except Sunday, from Leesburg.

Through trains from the south arrive at Washington 6:42 a.m., 7:40 a.m. and 2:20 p.m. and 9:05 p.m. daily; Harrisonburg, 12:00 noon daily, except Sunday, and 9:05 p.m. daily and 8:30 a.m. daily from Charlottesville.

Tickets, sieeping car reservations and other information furnished, and baggage called for and checked from Hotels and Residences by Union Transfer Company, on orders left at Ticker Offices, 705 Fifteenth st. n.w., 511 Pennsylvania avenue n.w., and at Pennsylvania Passenger Station. Telephone call 1441 for Pennsylvania Railroad Cab service.

FRANK S. GANNON, 3d Vice Prest, & Gen. Mgr. J. M. CULP, Traffic Manager.

W. A. TURK, General Passenger Agent.

L. S. BROWN, General Agent. my8

CANADIAN PACIFIC RAILWAY. Intended steamship sailings from Vancouver.

JAPAN, CHINA AND PHILIPPINE ISLANDS. JAPAN, CHINA AND PHILIPPINE ISLANDS. EMPIRESS OF INDIA. May 29, July 31, Oct. 9 EMPRESS OF JAPAN. June 19, Aug. 21, Nov. 6 EMPRESS OF CHINA. July 10, Sept. 11, Dec. 4 Hawaiian Islands. Fiji, New Zealand and Australia: MIOWERA. June 1 | WARRIMOO. June 29 For rates apply 353 Broadway and 65 Wall st., N. Y., or W. WINDOM MERKLE, 1229 Penn. ave. oc14-f.m&w-12tf

The Evening Star will be mailed every

RAILROADS.

CHENAPEAKE IND OHIO RAILWAY.
THROUGH THE JRANDEST SUENERY OF
AMERICA, ALL TRAINS VESTIBULED,
ELECTRIC LIGHTED, STEAM HEATED,
ALL MEALS SERVED IN DIMING CARS. STATION, SIXTH AND B STREETS.
Schedule in effect May 1, 1899.
2:20 P.M. Datly-Cincinnati and St. Louis Special—Solid train for Cincinnati, Pullman Sieepers to
Circinnati, Lerington, Louisville, Indianapoits and
St. Louis, without charge, Parlor Car Covington,
Va., te Virginia Hot Springs. Parlor Cars Conceinmati to Cheego. Affect to Be Dismayed at Terms of Peace

va., te Grigma for Springs. Parior Cars Chiefinati to Chicago.

11:10 P.M. DAILY F. F. V. Limited—Solid train for Cincinnati. Pullman Sleepers to Cincinnati, Lexington and Louisville without change; open for occupancy at 9:00 n.m., Furthan Sleeping Car to Virginia Hot Springs (connection for not Springs, Va., daily), without change daily except Sunday. Observation Car Hinton to Cincinnati. Sleepers Cincinnati to Chicago and St. Louis. servation Car Hinton to Cincinnati. Sleepers Cincinnati to Chicago and St. Louis.

2:20 P.M. DALLY-For Gordonsville, Charlottesville, Staunton daily, and for Richmond daily, except Sunday.

Reservation and tickets at Chesapeake and Ohio offices, 513 Pennsylvania sweeme, 609 14th st., near F, and at the station. Telephone call 1441 for Pennsylvania Ralirond cab service.

H. W. FULLER, General Passenger Agent.

ap29-30d

POTOMAC RIVER BOATS.

STEAMER WAKEFIELD,
FOR POTOMAC RIVER LANDINGS.

Leaves Washington, D. C. (7th st. Ferry Wharf),
Mondays, 7 a m., for intermediate handings to Colonial Beach, Bushwood, Rock Pt., Colton's, Nomini Crees, Abell's, Leonardtown, Stone's, Howard and Cobrum's.

Wednesday, 7 r.m., for intermediate landings to Colonial Beach, Bushwood, Rock Pulnt, Colton's, Leonardtown Abell's, Nomini Creek, Piner Point, St. George's Island, Smith Creek, Conn and Yeoromico rivers.

Saturday, 7 a.m., for intermediate landings to Colonial Beach, Bushwood, Rock Point, Colton's, Nomini Creek.
See schedule in effect August 22, 1893.
fc23-tf C. W. RIDLEY, General Manager.

E. S. RANDALL'S POTOMAC RIVER LINE.

fc23-tf C. W. RIDLEY, General Manager.

E. S. RANDALL'S POTOMAC RIVER LINE.

Steamer HARRY RANDALL will leave River
View whar! Sundays, Tuesdays and Thursdays at
7 a.m. landing at Colonial Beach, Chapel Point
and all whar-s as far down as Lower Machodoc,
Returning on Mondays and Weenesdays at 7 p. . .

untied States Mail ROUTE,
WASHINGTON, D. C. TO GLYMONT, MD.,
and intermediate landings.

The new Steamer ESTELLE TANDALL, daily,
except Senday, 9:30 a.m. Returning about 3 p.m.
Passenger accommodations first class. Freight
received until the bour of sailing.

E. S. RANDALL,

E. S. RANDALL,
GEO, O. CARPINTER, General Agent, Washington,
WM. M. REARDON, Agent Alexandria, Ja26-11.29

THE WEEMS STEAMBOAT CO.

THE WEEMS STEAMBOAT CO.
POTOMAC RIVER ROUTE.
Winter Schedule in effect December 27, 1898.
Steamer POTOMAC leaves Washington every
Thursday at 4 p.m. for Baltimore and River land-

ings.
All river freight must be prepaid.
Passenger accommodations first-class.
STEPHENSON & BRO., Agents.
Tth street what Office, 910 Pa. ave. de27-12tf

GILMORE'S MEN ILL USED

Barbarous Treatment of Our Sailors Captured by Filipinos.

One of Them Who Escaped and Was Recaptured Was Publicly

Journal from Manila under date of yesterday says: The first information about the shocking manner in which the men from the Yorktown have been treated by their Filipino captors has been obtained by the

Journal's correspondent. It is furnished in an exclusive interview with Gen. Lawton, who found melancholy evidences, when he captured San Isidro, that the American prisoners had been cruelly abused and subjected to outrageous indignities at the hands of Aguinaldo's barbarous soldiers.

Gen. Lawton, after thirty days of suc cessful campaigning, is resting with 6,000 men at Candaba. He said to the Journal's correspondent, in describing his victorious march of a month's duration: "It pained me when we got into San Isidro to see on the walls of the prison there the names of the fifteen Americans

ROYAL BLUE LINE.

All trains filuminated with Pintsch light.

For Baltimore, Philadelphia, New York, Boston and the east, week days, 7:95, 8:30, 10:90 a.m., 12:95, 1:15 p.m. (Bining Cars), 3:90 "Royal Limited." Exclusively Pulman Train, Dining Car, 5:05 (Dining Car, 8:90, 11:50 and 2:35 night; (Sheeping Car open at 10:00 o'clock). Sundays, 7:05, 9:00 a.m., 12:95 noon, 1:15 Dining Car, 3:00, 9:00 a.m., 12:95 noon, 1:15 Dining Car, 3:00, 9:00 a.m., 12:05 noon, 1:15 Dining Car, 3:00 a.m., 12:05 noon, 1:15 Dining Car from the Yorktown.

"From Col. Ray, the Spanish officer whom we rescued, I learned that one of the American prisoners escaped from his captors. His freedom was short-lived, for ten by one of the Yorktown's crew, say-

ing that they were being kicked, that their hair was being pulled and that they were cruelly treated in various other ways, and their release.
"The insurgents make a practice of mur-

The insurgents make a practice of murdering Chinamen who fall into their hands, and our men. I suppose, should consider themselves fortunate that they have not been similarly treated, though the cruelties and indignities heaped upon them must be hard to bear.
"It is my opinion that, once the insurrection is over, little trouble will be ex-perienced with the natives, who have been falsely impressed with their own power by their leaders. The native priests have

given much assistance to me.

"The country is grandly beautiful and fertile. Few white men have ever penetrated into the mountains on account of the prevailing fear of the Igorotes, who inhabit the highlands and whose fierceness has been greatly exaggerated. These mountaineers are really harmless.

mountaineers are really harmless.
"In the provinces of Bulucan and Neuvaecija my men stood well the long marches they were forced to make. They marches they were forced to make. They are in a healthy condition.

"I must mention my brave scouts, twenty-five in number. I deeply deplore the loss of Chiefs Young and Harrington, two as brave and fearless men as I ever met.

The work done by the scouts has been

equal to that of any regiment in the Philippines.
"In all the towns through which I passed I established town councils made up of natives. In San Miquel the council elected mayor, and I remained there long enough to see the municipal government in active operation. It proved satisfactory. operation. It proved satisfactory.

"Ten of the twenty-two engagements fought by us were very severe. My small loss was due to the fact that I flanked the

enemy each time and came in on his trenches in the rear." ----MAIL CARRIERS WANT MORE PAY.

Organized Effort Being Made to Secure Desired Result.

A dispatch to the New York Herald from Chicago III. last night says: Uncle Sam's letter carriers are after more money. They letter carriers are after more money. They want \$1,200 instead of \$1,000 per year. Organizations have been perfected all over development of the islands. ganizations have been perfected all over the country for the effort, and \$200,000 will be placed at the disposal of the national board of trustees of letter carriers, who will engineer the movement.

The fund will be raised by 20,000 carriers, paying \$10 each. Cities in the east already have paid their share. Last night the mail carriers of Chicago fell in line with the national movement, and the assessment was unanimously passed by 1,000 carriers amid tumultuous scenes. The men are confident that the first pay roll with the revised sal-

A meeting held on May 14, at which fifteen hundred men were present, paved the way for the secret session held last night, when John M. Parsons, president of the National Association of Trustees of Letter Carriers, from New York, said the scheme before the men in its entirety. The meet-ing was called to order by Charles D. Duffy, president of the local branch of letter carriers. It was decided that the amount of the assessment must be raised before September 1. Five members were selected to act as custodians of the money. Names were then proposed for this honor, and after about thirty-five had been preented a motion to adjourn was carried. Mr. Parsons will go from here to St. Paul, where he will hold a meeting and will then go through the west, explaining the plans and intentions of the national fecting organizations for the furtherance of one of the greatest national movements ever attempted by the letter carriers of

the country.

A meeting of the Chicago branch will be held in about one week to elect men to act as guardians of the money to be raised.

"On account of your client being a coun-

With Dignity, Under United States Protection." A special cable to the New York Here'd from Manila Tuesday says: Four of the

FILIPINOS REJECT OFFERS

Commission.

Filipino commissioners called early upon General Otis, but made no official propositions relative to surrender. They met the American commission later and held a four hours' conference. It is said that the Pripinos were dismayed at the terms offered in President McKinley's cablegram. Oregonic del Pinar turned red under no brown skin when he realized that he was being offered nothing

tion for his people in case of compliance with the American demand that they lay down arms. glowing prophecies of the future, after the cessation of hostilities, were outlined to them by the members of our commission. They said that they asked for independence and liberty with dignity, under the protection of the United States, and were now offered nothing but the indefinite assurance that individual natives ought to hold official positions under the proposed

but vague promises of possible representa-

Not One Condition Acceptable.

The commissioners have great dread of the significance of future congressional legis'ation. They will accept not a single condition of those proposed, but will return dissatisfied to Aguina do and report the results.

Major Zailcita, one of the Filipine com-

sioners, said:

"As the ultimate form of government rests in the hands of the American Congress, the present proposals are merely provisional. The result of the present plan visional. The result of the present plan would be that the Americans would be at the head of every department of government, as the Filipinos' tenure of office would depend upon the will of the Americans. We think we can get better terms."

A leading banker of Manila says. "The present proposals are only a second." present proposals are only a repetition of the provisions of the commission's proca-mation. That means that this is an American colony. You have adopted the imperialistic policy. Then why talk over matters with the envoys of a hostile force, which must be crushed before such a government as is proposed. ernment as is proposed can be established

insurgents to hold out for better terms especially since the commanding American general is not consulted in the negotiations.

General Luna is bound to continue the fight for independence. Negotiations which encourage the natives to hope to obtain

that the negotiations merely encourage the

Military Opposed to Parleying.

The opinion of military officials he

JAPANESE IN HAWAIL Twelve Thousand Have Arrived Since

great concessions may cost the lives of many American soldiers.

the Islands Were Annexed. The rapid increase of Japanese immigraion into Hawaii has attracted the serious attention of the authorities of late and several official inquiries have been set on foot to learn the extent of the invasion and how it can be checked. The reports received by the immigration authorities are in line with press dispatches stating that the influx is

steadily increasing.

One official report from a United States inspector stationed at Honolulu states that 12,000 Japanese have arrived since the islands were annexed to the United States. He also reports that in his opinion the total population of Asiatics by the end of the present year will exceed the total population of all other nationalities.

as well as Hawaii, and the facts he obtaincauses leading up to the recent heavy ar-rival of Asiatics. Thus far only his pre-liminary report has been received, and this, it is understood, bears out the previous re-ports as to the extent of this immigration and the menacing results which may arise of Japanese is to bring on race conflicts between the Chinese and Japanese, the ormer being gradually outnumbered as the dominant Asiatic force in Hawaii. In a recent clash, it is stated by the report, sev-eral Chinese were killed and a number

No New or Serious Question.

At the Japanese legation it is said that the coming of Japanese to Hawaii presents no new or serious question. An official of almost essential in operating the large plentations in Hawail, and it is naturally in much demand. But this is a condition inherent to Hawaii, and the Japanese gov-ernment and Japanese people cannot con-trol it. Our government in no way assists or encourages immigration to Hawa'i. There are immigration brokers and com-panies which carry on a flourishing business, but these have no government status. The only action of the government in the to insure the protection of the immigrants against imposition. Some of the Japaness papers have urged that the population of Japan was so dense that there ought to be some outlet. But the government has never taken up that idea, and there is no official

system of deporting Japanese. "Since the islands were annexed to the United States Hawaiian affairs affecting Japan come under the legation here. But we have had no recent reports showing an alarming increase in immigration. On the contrary, we are inclined to believe it will fall off by the expiration of the three-year fall off by the expiration of the three-year term which the immigrants spend abroad. At any rate an influx of Japanese can have no political significance whatever, and it would amount to nothing if the reports were true that they would outnumber other nationalities. They have no votes, so that their influence is not exerted in shaping the affairs of the islands. From all the information reaching us, we feel that nothing is to be apprehended by the arrival of Japanese in Hawaii, and that their presence is

BODY IDENTIFIED.

Man Who Committed Suicide Recognized by Friends.

The body of the suicide which was discovered Sunday at Cabin John Bridge was yesterday identified by John C. Roth, proprictor of a hotel at 2830 East Fayette street, Baltimore, as being that of Edward Thompson, a former clerk of the city court of Baltimore, whose age was given as thirty-three years. According to Mr. Roth, Thompson was a republican in politics, and with the recent change in the city government he lost his position. He was unmarried, and leaves an aged mother, his father having died several years ago. The identification of the body was made indirectly through the means of a red pocket book found in the pockets of the deceased, which were distributed as advertisements

by Mr. Roth.

The identification was made none too on, as the officials of Montgomery county were making preparations for the inter-ment of the corpse. Upon the order of Mr. Roth the remains were brought to Georgetown by a local undertaker and shipper Baltimore, where the interment will take place. Mr. Roth could advance no theory as to the cause for the act of suicid

The Legion of Loyal Women transacted

much important business on Monday evening last. Arrangements were perfected for Memorial day. The legion will attend the memorial services at Waugh Chapel on Sunday evening next, to be held under the auspices of Encampment 111, U. V. L., and Ladies' Auxiliary 32, U. V. L. The legion The Evening Star will be mailed every evening for the week covering the national peace jubilee to any address in the United States for 13 cents. A complete report of every feature and incident will be contained tryman," Judge Kimball told Lawyer Moss today, "I will only fine him \$2."

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The offense was riding a bicycle faster than the law allows, and the offender was send tributes, as usual, to the tomb of the unknown at Culpeper, Arlington and other